

APPENDIX C. PUBLIC INPUT

July 16, 2002, Lansing, Iowa, Public Input Meeting

Afternoon stakeholder meeting: 24

Evening open house: 7

Total attendance: 31

Key comments:

- Overall, there was great support for the MRT concept.
- One attendee expressed support for off-road trails rather than on-road trails. He felt on-road cycling should be discouraged.
- The Iowa Department of Natural Resources indicated its support for routing the MRT through its parklands, especially at Pikes Peak State Park.
- The City of Lansing indicated that it will be developing a city trail system, but no details were provided. There was some talk about a bluff-top route.
- The Trail of Two Cities project in Marquette-McGregor is looking at an alternative to its preferred alignment along the railroad, probably up on the bluff. The City has received little cooperation from the railroad and now ownership is changing.
- Biggest problem area is State Highway 76 north of Marquette; need an alternative to an on-road trail there. It was suggested to be unsafe.
- The Effigy Mounds National Monument would like to have the trail routed nearby, but not through the park. They are concerned about non-cyclists using the trail and ultimately about protecting the mounds.
- Route the trail in Guttenberg through the downtown near the levee.
- The Heritage Trail will be extended from existing terminus into Dubuque and perhaps down as far as Mines of Spain.
- One letter received after the meeting indicated general support for the MRT as an economic development strategy for the region.

July 17, 2002, Davenport, Iowa, Public Input Meeting

Afternoon stakeholder meeting: 16

Evening open house: 19

Total attendance: 35

Key comments:

- Overall, there was great support for the MRT concept.
- Some attendees expressed strong support for using county roads for the MRT route, provided shoulders are paved or traffic is very light.
- Routes to find alternatives for: U.S. Highway 67 between LeClaire and Princeton; routes near Wildcat Den State Park (e.g., the Park Road and State Highway 22).

- Need a good way to exit Clinton to the south: most suggested using U.S. Highway 30 bicycle accommodation to exit west and then use a paved county road to turn south.
- U.S. Highway 52 south of Green Island is definitely not suitable for cyclists (same as is indicated on your map).
- Davenport and Muscatine are planning very extensive trail networks, mainly off-road. Plans are also pending in Riverdale, Buffalo, and LeClaire. These should be coordinated with.
- Explore potential levee routing south from Muscatine.
- Suggested scenic route for a trail: South Concord in Davenport.

July 18, 2002, Fort Madison, Iowa, Public Input Meeting

Afternoon stakeholder meeting: 6

Evening open house: 18

Total attendance: 24

Key comments:

- Overall, there was great support for the MRT concept, especially using public roads where feasible.
- The city of Burlington indicated that it will be developing a city trail system.
- Routes to find alternatives for: U.S. Highway 61 near Fort Madison (perhaps separate trail on highway backslopes).
- State Highway 99 is a better road to ride than your analysis indicates.
- Some advanced cyclists actually do ride the new four-lane portions of U.S. Highway 61 now, using the paved shoulders. They generally report the experience as good. Motorists do move aside for them.
- Finding an alternative route to U.S. Highway 61 between Burlington and Fort Madison will be a big problem; local cyclists have been trying to find routes for years. County Roads X32 and X38 are possible. You may have to route along U.S. Highway 61 for a short stretch no matter what.
- Potential routes: abandoned railroad east from State Highway 99 at Wever toward the waterfront at Burlington; levees north of Burlington to Oakville and beyond; waterfront route in Burlington; existing trail along the county road between Keokuk and Montrose (X28); the mansion area of Keokuk; Main Street and Summer Street in Burlington.